

LITERATURE.

REVIEW OF NEW BOOKS.

THE LIFE OF GEORGE STEPHENSON AND OF HIS SON ROBERT STEPHENSON. By Samuel Smiles. Published by Harper & Brothers, Philadelphia Agents: Claxton, Remsen & Haffelinger.

This reprint of the latest English edition of Mr. Smiles' important work should have an extensive circulation in the United States, where perhaps more than in any other country the genius and labors of the Stephensons, father and son, ought to be known and appreciated. We have in this volume a complete and satisfactory record of the lives and the accomplished work of two of the great, if not the greatest, men of our time. We live in a century when the engineer has superseded the knight errant as the hero of romance, and were it not that we have grown up amidst and are accustomed to the great inventions which make modern civilization what it is, the "fairy tales of science" would be more wonderful, more absorbingly interesting, more truly poetical, than anything the romancers can tell us of Charlemagne and his paladins or Arthur and his knights. We are accustomed to talk in a large, general way about the railroads and the telegraph and the printing press, but how many possess any definite information about what has been really done by these appliances for the promotion of knowledge and the bringing of the ends of the earth near together? How many know anything about the experiments, the failures, the study, and the labor of mind and body that have preceded the perfection to which these things have been brought? For, as Robert Stephenson said, "The locomotive is not the invention of one man, but of a nation of mechanical engineers." The present, and probably the final, edition of Mr. Smiles' biography of the Stephensons may almost be considered a new work.

It contains a history of the railway and the locomotive in its earlier stages, and also a memoir of Richard Trevithick more complete than any notice of that distinguished engineer which has yet appeared; and in the preface is given a brief but interesting sketch of the progress of railway construction in all parts of the world up to the present time, with a number of curious and important statistics. The biographies of the Messrs. Stephenson have been carefully revised, corrected, and new facts in regard to them which have come to light since the last edition of the work was issued have been added. The book is handsomely illustrated, and the engravings and descriptions of the early locomotive models will be found particularly interesting to the general reader as well as to engineers. Mr. Smiles has made industrial biography a specialty, and there is perhaps no living writer who is able to treat such a subject as the one at present under consideration in a more satisfactory and able manner. His style is lucid and concise, and he writes with a clear and thorough understanding of his subject. His book is deserving of a place in every library, and it should be perused by every intelligent workman.

—From G. W. Pithers, No. 806 Chesnut street, we have received "Friendly Counsel for Girls," by Sydney Cox. The title of this work indicates its general purport. The author treats of youth and youthful tempers, talents and ambition, pleasures and amusements, idleness and weariness, truthfulness, manners and courtesy, love, punctuality, jealousy, neatness, extravagance and economy, prosperity and adversity, gentleness and bitterness, friendship, pride, intellectual occupations, beauty, fashion, and personal religion. Some of her themes are illustrated by short stories, and the general aim of the author is to combine sound advice with amusement. There are but few ideas in the book that most persons will not admit to be essentially correct; but they are set forth in such a commonplace manner, and with so little regard to elegance of style, that they will not be likely to make the impression that they ought. The author is entitled to credit for her desire to do good, and to benefit the young people of her sex; but she is not gifted, apparently, with the ability to treat her subject in such a way as will most effectively accomplish the object she has in view.

—G. W. Pithers also sends us "Baron Leo von Oborg, M. D.," from the German of Joseph A. Sigmond. This is one of Loring's series of "Tales of the Day," and, like those that have been previously published, it is much above the average in merit. The story is a singular one, decidedly Germanesque, and at times somewhat Jean Paulish in style, and is worthy of the attention of those who desire to while away an hour or two with a really interesting and well-written novelette.

—From the same house we have also received "How to Furnish and Adorn a House on Small Means." This little work is by Mrs. Warren, the author of several other books of a similar character, which show how house-keeping may be carried on so as to give the greatest amount of real comfort for the least expenditure of money, and it contains many valuable and practical ideas and items of information which are worthy of attention. Although written more particularly for English readers, this work will be found to contain hints which American housekeepers can profit by. Mrs. Warren is not as elegant or graceful a writer as Mrs. Stowe; and her little manuals, useful as they are, cannot be put in comparison with the "Home and Home Papers" of that lady, which are decidedly the best essays of the kind that we know anything about.

—From T. B. Peterson & Brothers we have received "Miss Leslie's Guide to True Politeness and Good Manners." This work has been before the public for a number of years, and it is frequently treated with a ridicule that it does not deserve. Some of the directions about good manners and etiquette, it is true, are calculated to raise a smile, but most

of those into whose hands the book is likely to fall would do better to follow the good lady's hints rather than laugh at them.

—From T. B. Peterson & Brothers we have received "The White Scalper," by Gustave Aimard. This is one of Mr. Aimard's exciting romances of frontier life. The scene is laid in Texas during the progress of the war for independence, and the story is as highly spiced with thrilling incidents as the most ardent lovers of this class of fiction can desire.

—The Atlantic Almanac for 1869, published by Ticknor & Fields, and edited by Donald K. Mitchell, is finely illustrated and handsomely gotten up. The contributions of prose and poetry are original, and such names as James Russell Lowell, Harriet Beecher Stowe, Josiah Quincy, Oliver Wendell Holmes, Donald K. Mitchell, Charles James Sprague, and others, are guarantees of excellence. The illustrations comprise four colored engravings of the seasons, from designs by E. W. Perry, Jr., J. G. Brown, and S. Colman, Jr. In addition to these there are a number of designs by A. K. Wand, F. O. C. Darley, H. Penn, S. Byttinge, Jr., A. Hopkins, D. C. Hitchcock, Granville Perkins, and George G. White. The calendars, chronology, calculations of eclipses, tides, etc., are by Professor Charles S. Peirce. For sale by G. W. Pithers, No. 806 Chesnut street.

—The American Journal of Medical Sciences for October, edited by Isaac Hays, M. D., is up to the highest standard as regards the number and value of its articles. This quarterly is too well known and too highly appreciated by the medical profession for it to need any special commendation from us. Published by Henry C. Lea, Nos. 706 and 708 Sansom street.

IRISH REPUBLICANISM.

Letter of B. McGinness, an Irish Refugee, Etc.

To the Editor of The Evening Telegraph: Sir:—One of the principal reasons why my sympathies tend towards the Republican party is, that upon its banner is inscribed universal liberty and equality before the law, of all people, no matter of what race, religion, or color. Being myself a native of a country where despotism exists, and is carried out to such an extent as invests the few with an arbitrary and irresponsible power over the lives, liberties, and consciences of the many; where a grinding aristocracy are privileged by "rights of property" to crush, trample down, oppress, and store out of the land the people whom they regard as belonging to an inferior race; and where all have for ages been convulsively but ineffectually struggling to free themselves from a worse than Helot state of bondage—being, I repeat, a native of such a hapless land, I would consider it inconsistent, incoherent, intolerant, and entirely at variance to the principles which I always entertained, with deny to any other portion of humanity those heaven-born rights and liberties for which my ancestors fought, bled, and died. Let us, then, apply the same arguments we use in vindication of our own rights, or in protestations against the wrongs our country has and is still suffering, to other people also struggling for the same rights and battling against the same wrongs. Let it not be said that unwilling slaves at home, we are the enemies of freedom abroad. Let reason and judgment take the place of passion and prejudice, and let us no longer be blinded by the hollow sophistry of those who would perpetuate slavery.

As I purpose in my next letter saying something more upon this subject, and as I have already transgressed the limits I at first prescribed myself, I shall finish by expressing my hope that all countries, and all people in general, and those of my own little island in particular, growing under oppression and misrule, may speedily enjoy the blessings of freedom.

I am, sir, respectfully yours, B. MCGINNESS.

Philadelphia, 14th October, 1868.

LETTER FROM SEDALIA, MO.

SEDALIA, Mo., Oct. 10, 1868.

An excursion party over the Union Pacific Railroad creates almost as much excitement and enthusiasm in this country as the Presidential election. At this pretty little village we rest to-night, and to-morrow will go westward to Kansas City, and thence proceed on towards the place where the "star of empire takes its way" over the Union Pacific Railroad, Eastern Division.

Sedalia is the county seat of Pettis county, Missouri, located one hundred and eighty-nine miles from St. Louis and ninety-four from Kansas City. It is a city of seven thousand inhabitants, a large number of whom assembled at the depot with a fine band of music and extended a hearty welcome to the excursionists, amid the booming of cannon and other demonstrations. The "Ives House" and other buildings were brilliantly illuminated, and everything indicated pleasure and rejoicing. Indeed, I greatly doubt whether the arrival of Grant and Colfax or Seymour and Blair would have produced a more enthusiastic welcome.

The party numbers twelve ladies and forty-five gentlemen, all under the care and protection of Colonel C. N. Pratt, J. M. Webster, General Ticket Agent of the Union Pacific Railroad, E. D., and W. O. Lewis, General Ticket Agent of the Pacific Railroad of Missouri; and consists of Captain and Mrs. J. N. Bofinger, Mrs. Hill, Miss Shewell, Mrs. Lewis, Alfred Cook, and E. G. Byington, of St. Louis; Frank Chandler, General Ticket Agent of the Columbus, Indianapolis, and Chicago Railway, and Miss Chandler, of Indianapolis; C. D. Whitcomb, General Ticket Agent of the Union Pacific Railway, and W. L. Newman, of Omaha; C. P. Leland, General Ticket Agent of the Michigan Southern and Northern Indiana Railroad; Samuel Powell, General Ticket Agent of the Chicago, Burlington, and Quincy Railroad, Mrs. Powell, Harry Staring, General Agent of the Hannibal and St. Joseph Railway, Mrs. Staring, Master Starring, C. M. Goodsell, of the Chicago Tribune and New York World, James Reed and A. J. Day, of Chicago; Peter B. Groat, G. T. A. of the Hannibal and St. Joseph Railroad, of Hannibal; C. P. Atmore, of Louisville; M. J. O'Brien, General Superintendent Southern Express, Augusta, Ga.; Lewis Perrault and Henry Labroix, Montreal; Mr. Perra, and Miss George D. Teller, Buffalo; J. D. Dare, Independence, Mo.; J. W. Sweeney, W. W. Scombe, and C. Moran, New York; Charles McCabe, Detroit; L. Grant Byington, Iowa City; J. G. Craddock, Paris, Ky.; John W. Clark, Memphis; H. C. Roberts, Little Rock; W. F. Harris and wife, Louisville, Ky.; H. H. Hale, Superintendent Pacific Railway, E. D., Kansas City; F. J. Davis and J. R. Scott, Boston; George C. Lyman, Junction City; E. J. Warner, Sheridan City; J. W. Gore, General Ticket Agent Camden and Amboy Railroad, Mrs. Gore; Sam Carpenter, General Baggage Agent Pennsylvania Railroad, D. Torrey, Pennsylvania Railroad, and H. G. Leisenring, of Philadelphia; Mr. and Mrs. J. W. Brown, Columbus, Ohio; O. H. P. Rogan, General Ticket Agent East Tennessee and Georgia

and I fearlessly express them, whether or not they be pleasing to any one section of the community. I never have done, nor shall I ever ponder to the pains and prejudices of any party. I shall always give free utterance to what my conscience whispers to me is just and right, while I shall willingly accord to every other man the same privilege. I characterize him as a moral coward who is afraid to express what he thinks, lest it might give offense to a faction. Upon principle I would express my opinion against that of millions, so long as I believed in the justice of entertaining such an opinion. I am ready to listen calmly and dispassionately to the arguments of others, and I expect the same toleration on their part. If I am wrong I will take something more logical to convince me of my error than the reasons employed by a cudgel or fist. I shall not be dragged into the opinions of any man, or allow intimidation to sweep me from the path of rectitude, or that which in my own judgment I believe to be the true one.

I have been an unwilling slave myself at home, but here I should be no tyrant. The true patriot must be an advocate of freedom for all mankind, and in this high, this noble and sacred feeling, be prepared to trample upon all his prejudices, and to desert the name of his professions. None but a narrow and biased mind could deny liberty, in its fullest and most extended sense, to any particular people or race. I do not desire the negro to rule the white man, nor do I wish the white man to enslave the negro. I am quite satisfied with what is embodied in the declaration of American rights upon this matter, and which is, I "guess," that all men, of all races, countries, and religions, stand equal before the law. I, as an individual, may, in the abstract sense of the word, think myself better, as the common phrase is, than some black men, and I may think the same as regards some white men. The negro, however, does not interfere with a man's private opinions. It does not oblige her to marry a negro, nor can the law oblige her to marry any other who is not her choice. Now, I came across, in my lifetime, several intelligent and honorable negroes, whom I considered infinitely superior to many white men I knew. Do all white men consider themselves upon an equality? Do the white and pampered aristocrats of England consider the people of Ireland, for instance, their equals? No one will say they do. On the contrary, they look down upon the Celts as a very inferior race to the Saxons, as composed, in fact, of far grosser metal than that of which the latter are formed, and that the aristocracy of England are not fit to govern themselves, or even exercise, with discretion, the right of universal suffrage. Do we, as Irishmen, consider the aristocratical governing classes of England, or in other words the superior British people, justified in these opinions, and in acting upon them? Decidedly not. Our history shows a continued struggle to resist such injustice, such tyranny and despotism. Let us, then, apply the same arguments we use in vindication of our own rights, or in protestations against the wrongs our country has and is still suffering, to other people also struggling for the same rights and battling against the same wrongs. Let it not be said that unwilling slaves at home, we are the enemies of freedom abroad. Let reason and judgment take the place of passion and prejudice, and let us no longer be blinded by the hollow sophistry of those who would perpetuate slavery.

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Railroad, Knoxville, Tenn.; Isaac Litton, Nashville, Tenn.; William Gwinger, Easton, Pa. After a magnificent banquet at the Ives House, a splendid ball was given in honor of the excursionists. It was attended by the elite of Sedalia, and the toilets of the ladies were surprisingly rich and beautiful.

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Springfield Fire and Marine Ins. Co., SPRINGFIELD, MASS.

Yonkers and New York Insurance Co., NEW YORK

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November 1, 1867.

\$500,000 United States Five Per Cent. Loan, 10-40-40

100,000 United States Five Per Cent. Loan, 1861

50,000 United States 7-10 Per Cent. Loan, 1861

250,000 State of Pennsylvania Fire Co. Loan, 1861

125,000 City of Philadelphia Fire Co. Loan, 1861

25,000 State of New Jersey Six Per Cent. Loan, 1861

20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds, 1861

25,000 Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds, 1861

25,000 Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guaranteed), 1861

25,000 State of Tennessee Six Per Cent. Loan, 1861

6,000 shares stock of Germantown Gas Company (Guaranteed), 1861

7,000 shares stock of Philadelphia and Northern Mail Steaming Company, 1861

20,000 shares stock of Philadelphia and Southern Mail Steaming Company, 1861

201,800 Loans on Bonds and Mortgage, 1861

\$1,101,400 per cent. Market value, \$1,102,825.00

Real Estate, Cost, \$108,875.00

Bills Receivable, 22,000.00

Balance on Accounts, 12,187.25

Balance on Marine Policies, 48,324.25

Accrued interest and other debts due to the Company, 4,270.00

Stock and scrip of sundry Insurance Companies, 10,000.00

Cash in Bank, 182,312.25

Cash in Drawings, 1,607,049.15

Directors: Thomas C. Hand, James C. Hand, Samuel K. Stokes, George W. Richards, William C. Grant, John R. Foulke, Spencer McViney, Henry C. Daltrey, Jr., George C. Leland, D. T. Morgan, Pittsburgh, A. B. Hopple, J. W. Peyer, Secretary pro tem.

JOHN R. FOULKE, President.

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HENRY BALL, Assistant Secretary.

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Directors: John L. Hodge, Benjamin Eiling, John P. Mahony, Thomas E. Swann, William B. Grant, A. R. Molleray, John P. Leasing, Edmund Watson, D. Clark Wharton, Samuel Wilcox, Lawrence Lewis, Jr., John C. Norris, JOHN R. WALKER, President, SAMUEL WILCOX, Secretary.

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